

## SPECIAL TRAFFIC ADVISORY COMMITTEE MEETING MINUTES

29 September 1986

On 29 September 1986 a special meeting of the CIA Traffic Advisory Committee (TAC) was held in the Dolley Madison Library, Mclean, Virginia. The Chairman called the meeting to order at 7:40 P.M. He stated that this meeting was being held to discuss the specific issues raised at the previous special TAC meeting held on 1 July 1986. These issues were as follows:

1. The technical and economic feasibility of extending the proposed precast concrete wall to include the last three houses of the Evermay Section 7 development.
2. Presentation of standard finishes available that might be employed on the concrete panels and a solicitation of community preference.

The Chairman introduced Mr. John Fowler of Dewberry and Davis to make the formal presentation.

Mr. Fowler reviewed the three options for providing visual separation of the Rt. 193 roadway from the Section 7 property line. Of these options, the community previously selected option 2. Option 2 calls for retention of existing shrubbery to the maximum extent possible, supplementing this shrubbery with additional plantings, and providing a precast concrete barrier. Mr Fowler presented a sketch showing the relationship of the Section 7 property line, existing cedar trees, proposed concrete barrier, and the Rt. 193 roadway. He also described the overall landscaping plan for the area.

A resident asked whether the roadway would change elevation (be lowered). Mr. Fowler responded that the roadway would be generally at the existing elevation with a slight lowering in one area to allow for drainage. A resident asked whether there was sufficient left turn storage area for vehicles turning left onto Turkey Run Access Road. He complained about the construction traffic currently in the area. Mr. Fowler stated that those issues were outside the scope of this meeting but that the construction traffic was considered to be a temporary situation and the lane had been designed to move traffic efficiently through the area. The same resident asked whether the wall had been extended to include the last three houses. Mr. Fowler responded that his sketch showed the extended wall but whether the design was implemented or not was up to the CIA.

Another resident raised the issue of who would be responsible for maintaining the area between the Section 7 property line and the new barrier. Mr. Fowler said that it was his personal opinion that since the area in question was on the state right of way that the Virginia Department of Highways and Transportation would be responsible for maintenance of the area.

Mr. Fowler then passed out literature on various wall treatment finishes. He also had a slide presentation of some 10 different treatment possibilities. The residents unanimously felt that the exposed aggregate finish looked the best. A resident inquired whether both sides of the wall would be treated. The Chairman stated that it was the Government's intent to pay only for the treatment of one side. At this point a lively discussion ensued. The Chairman stated that he had a responsibility to be mindful of the expenditure of public funds for this endeavor. He stated that the Government would be prepared to pay for a 6 foot wall with exposed aggregate on one side. The residents' position at this time was to have an 8 foot wall with aggregate on both sides. After a lengthy discussion it was agreed by the Chairman and a majority of the residents that a barrier which would be suitable to the community and one which would be acceptable to the Chairman of the TAC would consist of a precast concrete barrier extended behind all the houses in Section 7, the same height as the existing brick wall (7 feet) on the Route 123 side of the Evermay Community and finished on both sides with exposed aggregate.

The Chairman stated he would present the plan outlined above to Agency management and recommend approval.

The meeting was adjourned at 9:00 P.M.